PROPOSED MITIGATED NEGATIVE DECLARATION

Project: Delta Flood Emergency Facilities Improvement Project, a Component of the Delta Flood Emergency Preparedness, Response, and Recovery Program

Lead Agency: Department of Water Resources, Division of Flood Management (DWR)

PROJECT DESCRIPTION

This Initial Study and Proposed Mitigated Negative Declaration (IS/MND) evaluates the environmental effects of the proposed Delta Flood Emergency Facilities Improvement Project, a Component of the Delta Flood Emergency Preparedness, Response, and Recovery Program.

The project purpose, locations, site-specific improvements, construction, and operation are summarized below

Project Purpose: The purpose of the Delta Flood Emergency Facilities Improvement Project (FIP), a Component of the Delta Flood Emergency Preparedness, Response, and Recovery Program (DFEPRRP) http://www.water.ca.gov/floodmgmt/hafoo/fob/dfeprrp/ is to ensure that the State has the appropriate infrastructure and supplies in the Delta to respond to and recover quickly and effectively from major flood or earthquake disasters in the Sacramento-San Joaquin River Delta.

Such disasters could cause multiple levee failures resulting in flooded Delta islands, a loss of lives and property, environmental impacts, impacts on regional and State-wide utilities and transportation corridors, and interruptions in water deliveries from the Delta. The pace of response and recovery operations is only as fast as the slowest component, which is the rate at which barges can be loaded with response and repair materials. Accordingly, the FIP is focused on identifying, evaluating, selecting, acquiring, and improving barge loading sites, which can also serve as Incident Command Posts (ICPs) and storage locations for flood fight materials, at strategic locations in the Delta region.

Locations and Site-Specific Improvements: To accomplish its purpose, the proposed project will establish two new material storage and transfer facility sites, one at Stockton West Weber Avenue and another at Brannan Island State Park; modify an existing material storage facility at Rio Vista; establish new flood fight supply facilities at all three locations; and make site preparations to support Incident Command Posts at Stockton West Weber Avenue and Brannan Island State Recreation Area. In addition to the 223,000 tons of quarry rock stockpiled by DWR at Rio Vista and within the Port of Stockton, DWR would also stockpile up to 40,000 tons of levee repair material each at Stockton West Weber Avenue and at Brannan Island, and 20 tons of sand in Rio Vista for a total additional increment of 100,000 tons. DWR would also make site improvements at all three sites, briefly summarized below.

Site 1 - Stockton West Weber Avenue:

- Purchase up to three parcels totaling 22.6 acres from the current owner(s)
- Clean up the existing site including applicable environmental remediation measures for DWR's planned uses within the commercial/industrial zoned area of West Weber Avenue
- Improve security fencing and lighting, modify two existing buildings for use as Incident Command Post
- Properly surface and mark parking and helipad areas
- Place up to five steel storage containers with flood fight supplies
- Establish a quarry rock stockpile of up to 40,000 tons of various rock gradations below 24-inch-minus
- Install up to six pilings near the top of bank along the Stockton Deep Water Ship Channel for mooring up to three conveyor support barges and up to three transport barges, allowing a total of five barges to be loaded simultaneously at the improved site during emergencies following site improvements

Site 2 - Rio Vista, Airport Road:

- Raise and widen existing access roads to the existing quarry rock stockpile on property owned by the Sacramento San Joaquin Drainage District (SSJDD) and the Central Valley Flood Protection Board (CVFPB), and create an improved roadway loop on CCVFPB property to the nearby Dutra Group barge loading facility on the Sacramento River
- At the southwest corner of the CVFPB property near the intersection of Airport Road and S. Francis Way, improve the existing access ramp from Airport Road to the site, place up to five steel storage containers with flood fight supplies
- Establish a 1.25-acre area for vehicle parking and a helipad, and stockpile up to 20,000 tons of well-drained sand
- Negotiate an agreement with the Dutra Group for access via a haul road through the Dutra Group property and for loading the quarry rock onto barges as needed in an emergency. This would allow simultaneously loading of two barges at the Dutra Group waterside facility utilizing materials stockpiled at the improved CVFPB Rio Vista site

Site 3 - Brannan Island State Recreation Area:

- Execute an inter-agency Memorandum of Agreement or Understanding (MOA/MOU) with the California Department of Parks and Recreation (DPR) for use of portions of the Brannan Island State Recreation Area (BISRA) as described herein

- Collaborate with the DPR in developing a 2,500 to 5,000 square-foot joint use facility for use as a Multi-Agency Center (MAC)

- Make improvements in the BISRA main boat launch area parking lot and boat launching ramp to accommodate a helipad, and loading barges with flood fight materials

- Make improvements in the area between the BISRA boat launching facility and the BISRA Group Picnic Area west of Sevenmile Slough, including the placement of two pilings near the top of bank, to facilitate loading barges with flood fight materials

- Place up to five steel containers with flood fight supplies and move an existing steel warehouse structure of approximately 10,000 square feet from Twitchell Island to the north end of the BISRA or mutually agreed upon location with DPR. DWR will coordinate with DPR staff and architect to facilitate the design of the joint use facility and steel warehouse so as not to diminish the natural aesthetics of the BISRA

- At the south end of the BISRA establish a quarry rock stockpile of up to 40,000 tons of various rock gradations below 24-inch-minus, improve and construct short haul loop roads between existing gate access points to Highway 160, improve working areas and install four pilings near the top of bank for loading up to two barges with flood fight materials, allowing a total of five barges to be loaded simultaneously at the BISRA during emergencies following site improvements

The proposed actions supplement the 2007-2008 Delta Emergency Rock and Transfer Facilities Project under which DWR established a quarry rock stockpile of 113,000 tons at Rio Vista; executed a short-term lease with the Port of Stockton; constructed, tested, and stored a rock conveyor system at the Port; stockpiled approximately 110,000 tons at the Port; and established transfer facilities in the town of Hood (which has since been removed). The proposed Delta Flood Emergency Facilities Improvement Project (FIP) is a larger extension of the 2007-2008 Delta Emergency Rock and Transfer Facilities Project and the FIP is now is a formal component of the Delta Flood Emergency Preparedness, Response, and Recovery Program, http://www.water.ca.gov/floodmgmt/hafoo/fob/dfeprrp/, to ensure that the State has the appropriate infrastructure and supplies in the Delta to respond to and recover quickly and

effectively from major flood or earthquake disasters in the Sacramento-San Joaquin River Delta. The Delta Flood Emergency Preparedness, Response, and Recovery Program (DFEPRRP) contains six major elements, with the FIP being the only element that consists of physical components proposed for implementation by DWR. The other five elements of the DFEPRRP consist of: (1) DWR developing and implementing a comprehensive Delta Flood Emergency Action Plan; (2) DWR working with Local Maintaining Agencies (LMAs) local governments, State, and federal agencies to have a coordinated and effective multi-agency response during large scale Delta flood emergencies, inclusive of DWR establishing and coordinating quarterly Delta Working Group meetings with local entities, Cal EMA, and federal agencies; (3) DWR providing grant funding to local governments and LMAs for improving communications during Delta flood emergencies, and improving local preparedness and response activities of Delta agencies for Delta flood emergencies; (4) DWR improving Delta flood analyses and evaluation tools inclusive of advancing and improving the Emergency Repair and Recovery module (ERR) and the Water Analysis Module (WAM) used previously in connection with the Delta Risk Management Strategy (DRMS) into a real-time, event-specific Emergency Response/Recovery Tool (ERT) that estimates flood damaged levee repair costs, timing of various repairs and potential interruptions/recovery times to resume water deliveries through the Delta that could be interrupted due to salt water intrusions following a major flooding event in the Delta; and (5) DWR conducting various flood emergency response studies, including a Delta emergency channel locations study, and a case study of the response and recovery actions of the 2004 Jones Tract flooding event.

Construction and Operation: The site improvements would be executed over the course of one to two construction seasons following execution of real estate purchases and lease agreements. Once the site improvements are completed, the sites will be maintained in a ready status until needed in emergencies. Rock stockpiles would be replenished if portions are utilized prior to and during an emergency. During an emergency event, it is anticipated that the transfer sites would operate continuously on a 24 hours per day, 7 days per week basis, including quarry rock and sand deliveries by dump trucks, and loading of barges by conveyors, barge cranes, or front-end loaders. Any replenishment of stored materials after an emergency event would be confined to normal work hours of 7 AM to 7 PM, Monday through Saturday.

The IS/MND only covers the activities of developing the emergency response facilities, inclusive of supplementing stockpiles of levee materials and flood fight supplies. During emergency activation, the transportation of rock from quarries and stockpiles to barge loading facilities and to levee breach locations in the Delta will occur under a declared emergency with or without the project, and thus emergency activations are considered exempt from CEQA per CEQA Guidelines, Section 15269[a,b,c].

FINDINGS

An IS/MND has been prepared to assess the project's potential effects on the environment and the significance of those effects. Based on the IS/MND, it has been determined that the proposed project would not have any significant effects on the environment, inclusive of impacts associated with Greenhouse Gases, after implementation of mitigation measures. This conclusion is supported by the following findings:

1. The proposed project would have **no impacts** related to Agricultural Resources, Mineral Resources, Population and Housing, Public Services, and Utilities and Service Systems.

2a. The proposed project would have **less-than-significant impacts** on Aesthetics, Air Quality, Land Use, and Transportation/Traffic.

2b. The proposed project would have **less-than-significant impacts** on Climate Change, and the project's incremental contribution to the cumulative impact of increasing atmospheric levels of Greenhouse Gases (GHGs) is less than cumulatively considerable and, therefore, **less-than-significant**. Please refer to Section 4.8 of the Initial Study which highlights DWR's efforts to reduce its greenhouse gas (GHG) emissions consistent with Executive Order S-3-05 and the Global Warming Solutions Act of 2006 (Assembly Bill (AB) 32). Section 4.8 of the Initial Study also includes how GHG emissions were analyzed and addressed, inclusive of a Greenhouse Gas Emissions Reduction Plan (GGERP) Consistency Determination Checklist, developed and executed specifically for the subject Delta Flood Emergency Facilities Improvement Project (FIP).

3. The proposed project would have **potentially significant impacts** related to Biological Resources, Cultural Resources, Hydrology and Water Quality, Geology and Soils, Hazards and Hazardous Materials, Noise, and Recreation, but **mitigation measures are proposed that would reduce these effects to less-than-significant levels**.

Following are the specific mitigation measures that would be implemented by DWR to avoid or minimize environmental impacts. Implementation of these mitigation measures would reduce the environmental impacts of the proposed project to a less-than-significant level.

AESTHETICS

Mitigation Measure AES-1: Design BISRA Joint Use Facility with DPR Incorporating Architectural and Landscaping Technics to Minimize Impacts to Scenic Vistas and Visual Resources.

DWR will consult and coordinate with DPR staff and architect to facilitate the location and design of the joint use facility and steel warehouse within the BISRA so as not to harm the natural aesthetics, scenic vistas, and visual character available within the BISRA and from the nearby Scenic SR 160. Potential design measures may include utilizing natural earth tones for building exteriors, incorporating earthen berms and planting native plants to help screen project building features from recreational areas and from Scenic SR 160.

Mitigation Measure AES-2: Locate and Design Quarry Rock Stockpile(s) at BISRA to Minimize Impacts to Scenic Vistas and Visual Resources.

DWR will consult and coordinate with DPR staff to facilitate the location, placement, shape, and visual treatment of quarry rock stockpile(s) that will be located near the southern tip of the BISRA peninsula. The quarry rock stockpiles will be located and configured so as not to harm the natural aesthetics, scenic vistas, and visual character available within and adjacent to the BISRA and from the nearby river, sloughs and Scenic SR 160. Potential visual treatments may include screening by natural, native vegetation of trees and shrubs, utilizing natural berms, or

covering the rock stockpiles with a layer of native soil and sand materials from nearby within the BISRA.

Mitigation Measure AES-3: Locate and Treat Exterior of Warehouse and Cargo Storage Containers at BISRA to Minimize Light and Glare Impacts to Day and Nighttime Views.

DWR will consult and coordinate with DPR staff to facilitate the location and exterior visual treatment of the project warehouse on BISRA to minimize light and glare impacts to day and nighttime views, and not to harm the natural aesthetics, scenic vistas, and visual character available within and adjacent to the BISRA and from Scenic SR 160. Potential visual treatments may include treating the exterior of the warehouse walls and roof in natural earth tones and screening by natural, native vegetation of trees and shrubs.

BIOLOGICAL RESOURCES

Mitigation Measure BIO-1: Conduct Burrowing Owl Surveys at all Three of the Project Sites Prior to Development.

Prior to any land clearing operations, a burrowing owl survey following standard guidelines (The California Burrowing Owl Consortium, CBOC, 1993) shall be conducted by a qualified biologist. The survey shall entail walking throughout the entire site, including a 500-foot buffer, to identify adjacent suitable habitat that could be affected by noise and vibration from heavy equipment operation. If no burrows are observed, no impact is expected and results of the survey shall be submitted to the California Department of Fish and Wildlife (DFW). If burrows or owls are observed, a nesting season (15 April – 15 July) survey shall also be conducted, the results of which shall determine whether a winter survey will be further required or whether the results of the survey can be submitted to the DFW following the nesting survey. If the surveys confirm occupied burrowing owl habitat, the Incidental Take Minimization Measure for Burrowing Owls (Measure 5.2.4.15) in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (November 14, 2000) will be implemented.

Mitigation Measure BIO-2: Retain all Mature Trees on the Proposed Project Sites.

Mature trees that are potential nest trees and native oak trees greater than 8”dbh will not be removed from any of the project sites. If a nest tree becomes occupied during stockpiling and site development activities, then depending upon the bird species involved, appropriate monitoring and mitigation measures as specified by the (DFW) will be instituted. At a minimum, all construction activities shall remain a distance of at least two times the drip line radius of active nest trees, as measured from the nest.

Mitigation Measure BIO-3: Conduct Special Status Surveys.

DWR will consult with DFW prior to project construction to determine the extent for pre-construction sensitive species survey on the proposed project sites. For those sites determined for specific surveys, a qualified biologist shall conduct the sensitive species survey on the sites and within buffer areas of the sites. Special status bird species that could potentially nest in trees in or near the project area include Swainson’s hawk, tricolored blackbird, white-tailed kite, double-crested cormorant, California black rail, saltmarsh common yellowthroat, song sparrow,

Cooper's hawk, ferruginous hawk, merlin, yellow-headed blackbird, and western yellow-billed cuckoo. Potential habitat for special status reptiles/amphibians including the giant garter snake (GGS) and the western pond turtle exists at all three sites necessitating the need to conduct pre-construction surveys at all three sites. In addition, the western red bat could potentially roost in trees in or near the Rio Vista site and the Brannan Island site. The surveys shall be conducted no more than two weeks prior to the start of operations and depending on the expected duration of the activities a follow-up survey may also be required. All observed sensitive species shall be reported to the DFW. The proposed project will be adjusted to avoid impacting these species, or to relocate the individuals under the guidance of the DFW. Preconstruction surveys will also include botanical survey to identify the presence of elderberry shrubs and Antioch dunes evening primrose.

Mitigation Measure BIO-4: Conduct Pre-Construction Riparian Habitat Surveys at All Three of the Project Sites Prior to Development.

Prior to any land clearing operations, riparian habitat surveys shall be conducted by a qualified biologist to confirm that construction activities will not impact riparian habitat. The survey shall entail walking throughout the entire site, including a 100-foot buffer, to identify adjacent suitable riparian habitat that could be affected by construction activities, particularly along the top of waterside banks or slopes or low-lying areas. The riparian habitat surveys shall be submitted to DFW along with each of the site development plans to confirm that isolated project activities, inclusive of piling installations, utility installations and road/ramp improvements near or adjacent to riparian habitat or other sensitive natural communities will not result in a significant impact to riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. DWR will mitigate for impacts through restoration of riparian habitat on the Brennan Island or similar state property based on a replacement ratio of 1:1.

Mitigation Measure BIO-5: Conduct Pre-Design Wetlands and Riparian Habitat Surveys for each of the Sites and Install and Maintain Exclusionary Fencing at the Sites to Ensure Full Avoidance of Seasonal and Permanent Wetlands and Jurisdictional Riparian Habitat.

a) DWR shall retain a qualified biologist to conduct a wetland delineation of the project sites. This delineation shall be submitted to the Corps, and verification received prior to any ground disturbing activities beyond the existing on-site roadways.

b) DWR, will preserve, and not disturb the existing wetlands, and wherever possible, establish 25-foot minimum buffers around all sides of these features. In addition, the final project design shall not cause significant changes to the pre-project hydrology, water quality or water quantity in any wetland that is to be retained on site. This shall be accomplished by avoiding or repairing any disturbance to the hydrologic conditions supporting these wetlands, as verified through wetland protection plans.

c) DWR, prior to construction activities, shall conduct an updated wetland delineation for its potential disturbance area, install orange exclusion fencing on T-posts (or equivalent), with silt fence material installed along the bottom, and wherever possible a 25-foot buffer adjacent to seasonal and permanent wetlands identified within and adjacent to the proposed site work. The

fencing shall be maintained for the duration of the site work, and the DWR Operations and Maintenance Manual for the Rio Vista site shall include the pre-construction delineation of jurisdictional wetlands and riparian habitat and note that all future traffic within the project site is limited to improved surface areas and stockpile areas, and all other areas are deemed off-limits to vehicular and construction equipment.

Mitigation Measure BIO-6: Secure Section 1600 Lake or Streambed Alteration (LSA) Agreement from DFW

Prior to any ground disturbing site improvements DWR shall consult with DFW and secure any applicable Section 1600 Lake or Streambed Alteration (LSA) agreement(s) for any permanent site improvements waterward of the top of bank at Threemile Slough for the BISRA site or at the Stockton Deep Water Ship Channel or Mormon Slough at the Stockton West Weber Avenue site.

CULTURAL RESOURCES

Mitigation Measure CUL-1: Pre-construction Field Survey.

Prior to ground disturbing activities, a field survey will be conducted by a qualified archeologist to identify any prehistoric or historic cultural resources within the project area. The survey may reveal a lack of resources, and then no further identification effort will need to be made.

If resources are found in one of the selected sites during the survey, it will be necessary to determine whether the resource is an important resource. This determination will be made by a qualified archeologist based upon surface evidence, if possible. If surface evidence is not conclusive, additional studies, including archival research or subsurface testing, will be conducted.

If the additional studies are undertaken and a resource is found to be important under the criteria of the CRHR, avoidance will be the preferred method of mitigation. The use of the site with the significant resource might need to be limited to a smaller portion of the site, with protective measures designed for the resource, such as fencing or monitoring site use. The determination of appropriate mitigation will be made by DWR.

Mitigation Measure CUL-2: Worker Cultural Resource Awareness.

Construction personnel will be informed of the potential for encountering significant archaeological resources and instructed in the identification of artifacts, bone, and other potential resources. All construction personnel will be informed of the need to stop work on the project site until a qualified archaeologist has been provided the opportunity to assess the significance of the find and implement appropriate measures to protect or scientifically remove the find. Construction personnel will also be informed of the requirement that unauthorized collection of cultural resources is prohibited.

Mitigation Measure CUL-3: Immediately Halt Construction if any Cultural Resources are Discovered.

DWR shall implement the following mitigation measure to reduce the potential impacts to buried

historic cultural resources to a less-than-significant level. If cultural materials (e.g., unusual amounts of shell, animal bone, glass, ceramics, etc.) are discovered during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist shall be notified regarding the discovery. The archaeologist, to be retained by DWR, shall determine whether the resource is potentially significant per the CRHR and develop appropriate mitigation. Mitigation may include, but not be limited to, in-field documentation, archival research, archaeological testing, data recovery excavations, or recordation, and shall be implemented before resuming construction in the immediate vicinity.

Mitigation Measure CUL-4: Immediately Halt Construction if any Human Remains are Discovered.

DWR shall implement the following mitigation measure to reduce the potential impacts to human remains to a less-than-significant level. In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, the contractor and/or DWR shall immediately halt potentially damaging excavation in the area of the burial and notify the County Coroner and a professional archaeologist to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]).

If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). Following the coroner's findings, DWR, an archaeologist, and the NAHC-designated Most Likely Descendent (MLD) shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in California Public Resources Code Section (PRC) 5097.9.

Mitigation Measure CUL-5: Determination of Significance of Cultural Resources.

If previously unknown cultural resources are discovered during project construction, all work in the area of the find should cease and a qualified archaeologist should be retained by the project proponent or consultant to assess the significance of the find, make recommendations on its disposition, and prepare appropriate field documentation, including verification of the completion of required mitigation. If archaeological or paleontological resources are discovered during earth moving activities, all construction activities within 50 feet of the find should cease until the archaeologist evaluates the significance of the resource. In the absence of a determination, all archaeological and paleontological resources should be considered significant.

If the resource is determined to be significant, the archaeologist, as appropriate, should prepare a research design for recovery of the resources in consultation with the State Office of Historic Preservation that satisfies the requirements of Public Resources Code, Section 21083.2. The archaeologist should complete a report of the excavations and findings. Upon approval of the report, the project proponent should submit the report to the regional office of the California Historic Resources Information System.

HYDROLOGY AND WATER QUALITY

Mitigation Measure HYD-1: Institute Construction Best Management Practices (BMPs) for the Prevention of Erosion and Transport of Soil, Sand, and Silt Offsite During Runoff Events.

DWR shall implement construction Best Management Practices (BMPs) for all land clearing, land leveling, excavation, and fill operations associated with site preparations at the three sites. These measures will be incorporated into the construction plans and specifications. They include avoidance of existing wetlands, including placement of exclusion fencing, creating on site catchments for surface runoff, using coir logs to intercept drainage, and hydroseeding slopes, as appropriate.

Before the start of any construction work, clearing, or site grading associated with preparation, or any stockpiling activities at the sites, measures to control soil erosion and waste discharges will be prepared in accordance with BMPs. DWR will require all contractors conducting work at the sites to implement BMPs to control soil erosion and waste discharges of other construction-related contaminants. The general contractor(s) and subcontractor(s) conducting the work will be responsible for constructing or implementing, regularly inspecting, and maintaining the BMPs in good working order. In addition, the contractors will be required to submit and adhere to the applicable Storm Water Pollution Prevention Plan (SWPPP) associated with site development, preparation, and improvements.

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure HAZ-1:

DWR has entered into an interagency agreement with the State Department of Toxic Substance Control (DTSC) to conduct applicable supplemental site investigations (SSIs) and shall develop environmental remediation plans that will be incorporated into the site plans and improvements proposed for the Stockton West Weber Avenue parcel(s) prior to any ground disturbing activities that may pose a toxic substance hazardous risk during construction of site improvements and subsequent facility operations that will be consistent with current commercial and industrial zoning land uses.

NOISE

Mitigation Measure NOI-1: Implement Measures to Control Construction Equipment Noise Levels.

DWR shall implement the following mitigation measure to reduce potential impacts from exposure to noise from construction equipment to a less-than-significant level. The contractor and/or DWR shall properly maintain construction equipment and equip it with noise control devices, such as exhaust mufflers or engine shrouds, in accordance with manufacturers' specifications. For non-emergency activities such as site construction and stockpiling quarry rock, operations will be limited to the periods 7:00 AM to 7:00 PM, Mondays through Saturdays.

RECREATION

Mitigation Measure REC-1: Implement Measures to Minimize Impacts on Recreation within Brannan Island State Recreation Area (BISRA)

DWR shall inter into a Memorandum of Understanding with the State Department of recreation (DPR) to design project elements in coordination with DPR to minimize impacts on recreational quality and visual resources within the BISRA, and to improve facilities that could jointly benefit recreational services and emergency response capabilities. These include potential features such as developing architectural treatments to blend new structures (multi-use and warehouse facilities) within the park setting, screening the placement and storage of quarry rock stockpiles with vegetation, earthen berms, and/or placing a layer of sand over the quarry rock stockpile, planting native plants to help screen project features, improving service facilities such as restrooms and roads, and collectively implement a 2,500-5,000 sf. joint use facility within the BISRA that could serve as Multi-Agency Center (MAC).

TRANSPORTATION/TRAFFIC

Mitigation Measure TRANS-1: DWR, in consultation with Caltrans regional offices, will prepare a Traffic Management Plan (TMP) to guide activities during construction and restocking phases of the proposed project.

This plan will be prepared and support procurement of necessary Caltrans permits for the transport of heavy construction equipment and/or materials to/from the projects site, or any movement of oversized or excessive lad vehicles on the State Highway System. At a minimum this plan shall define how to minimize the amount of time spent on construction transportation activities; how to minimize disruption of vehicle and alternative modes of traffic at all times, but particularly during periods of high traffic volumes; adequate signage and other controls, including flag persons, to ensure that traffic can flow adequately during construction; the identification of alternative routes that can meet the traffic flow requirements of a specific area, including communication (signs, webpages, etc.) with drivers and neighborhoods where construction activities will occur; and at the end of each construction day roadways shall be prepared for continued utilization without any significant roadway hazards remaining.

Questions or comments regarding this Initial Study and Proposed Mitigated Negative Declaration may be addressed to:

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